

Financial,
Manufacturing,
Real Estate.

THE DISPATCH FOUNDED 1884.
THE TIMES FOUNDED 1884.

The Times Dispatch

INDUSTRIAL SECTION

Want Ads.,
Agriculture,
Commerce.

PRICE FIVE CENTS.

CROP PROSPECTS ALL OVER THE STATE

The Cold Snap and the
Drought Scares Have
Entirely Subsided.

TRUCKERS HAPPY; DAMAGE SLIGHT

Oat Crop Curtailed—Wheat
Yield Is Good—Tobacco Grow-
ers Overworked Resetting
Plants, but Have Good
Stands—Greatest Farm-
ing Land in World.

BY FRANK S. WOODSON,
Industrial Editor of the State
Agricultural Department of Nebraska,
is credited with the statement that
nine out of ten of the farmers in his
part of the country do not know what
effect unusual weather has on the
crops, and he then goes on to say:
"Nine out of ten of them will exag-
gerate damage. Their exaggeration
passes on to the business men, and by
them it is passed on to the railroad
people and to the markets. That is
the reason we have our crops ruined
half a dozen times every summer, and
are then surprised to find afterwards
that we have done pretty well after
all."

It is not that bad in Virginia and
North Carolina. The farmers in this
region of the country know a little
more than that about weather condi-
tions of the unusual as well as the
usual kind, but there can be no deny-
ing of the fact that our farmers, above
all men, are easily frightened, and in
bad weather are more or less suscep-
tible to severe attacks of "the blues."
Thus it often happens that they give
out exaggerated reports of bad weather
conditions, and especially of dry weath-
er effects; not that they mean to ex-
aggerate for the purpose of affecting
the market, for they have long since
detected to the town folks the regu-
lation of the markets. They have per-
haps made too much of a surrender
along this line, but that is another
subject. They just get scared and a
little demoralized, particularly when
the rains refuse to fall at the desired
time.

Last Spring's Drought.
The long continued drought the past
spring and in the early days of June
was undoubtedly a frightful thing to
be contemplated, and no one can won-
der that it scared the Virginia farmers
almost out of their boots, and no one
can blame them for stretching the
blanket a little as to the amount of
damage done, for there was a good
deal of damage and a considerable
shortening of a few of the crops, but
the rains came in the nick of time,
much of the damage has been repaired,
and the outlook at present is prom-
ising, so promising that it now appears
that Old Virginia is going to show up
fine crops of all the good things she
is in the habit of growing, and I
would not be at all surprised if when
the tillers of the soil gather the com-
ing fall at the State Fair and at the
county fairs and the local corn shows
to swap notes they will be vying with
each other as to which can tell the
biggest yarn about the bumper crops
they gather this good year of 1911.

As to Oats and Wheat.
I have been making considerable
inquiry since the rains and the good
seasons came, and a general view of
the situation gathered from the effect
that there is much life in the old land
yet, and that the good farmers all
over the State and all over the South
are smiling again.

Some six or seven weeks ago there
were predictions of a fine time for
failure of both the wheat and the oat
crops, but the harvesters, who are
now at work in the fields, are finding
a plenty to do. It is true that in some
sections the oats have come around a
little short of an average crop, and I
have seen some few small fields not
very far from Richmond that are not
worth the cutting, and the sick are
being turned in on some of them, but
taken as a whole, the crop of the
State is a pretty fair one this year.

I have a letter from Henry County,
which says the great oat grower, J.
M. Barker, is cutting a fine crop, and
all of his neighbors are doing pretty
much the same thing. They certainly did
yield as they have made in some years
in the past, but profitable crops all
the same, and the awful results
looked for some weeks ago are not
on record. Similar reports come
from various parts of the State.

The wheat-makers all along the
James River, all up in the Valley, and
all along the hillsides between are
cutting more wheat than they looked
for several weeks ago, before the rains
came.

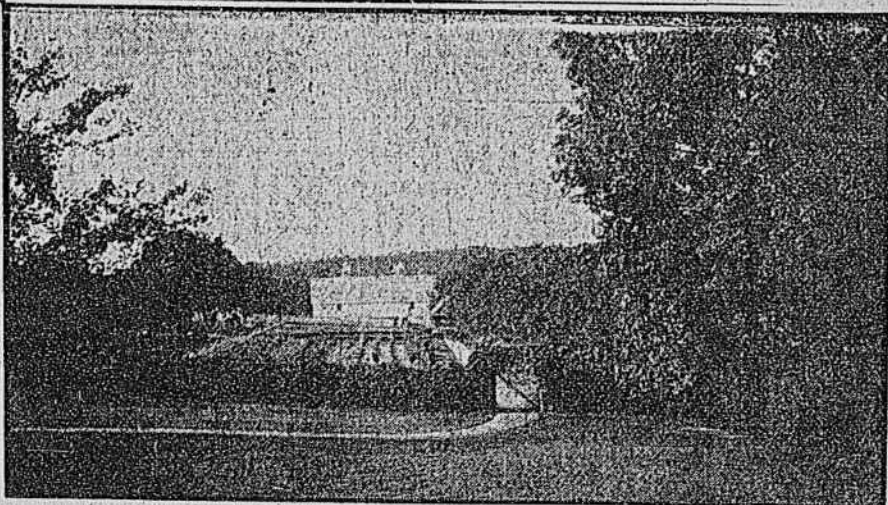
Erstwhile Blue Tobacco Men Are
Smiling.
The blue folks in the whole State
two months ago, and up to three weeks
ago, were the men who grow tobacco
for a money crop. They certainly did
have bad seasons for the setting out
of the plants, and in all of the tobacco-
growing counties of Virginia and North
Carolina, and away down in South
Carolina, where they ought not to
raise tobacco any, at least not so
long as cotton keeps so high and so
much in demand, the farmers had to
do more resetting of plants than they
have had to do for many long years,
but in the end they got a good stand
in the Old Bright Belt, in the dark
shipping tobacco lands, and in the
glorious country where they grow the
famous sun-cured stocks.

In South Carolina and in Eastern
sections of North Carolina, where they
have to start early with the setting
out of the plants that make the flimsy
bright smokers and cutters, the rains
did not come soon enough, and the fact
is that the crops in those sections will
be cut short, in South Carolina fully
50 per cent., and in the Eastern part
of North Carolina about 25 per cent., pos-
sibly 35.

But the farmers who grow the weed
in the Old Bright Belt and those who
make the dark shipping stocks, and the
sun-curers on the north side of the
James River, have put in large crops,
have a good stand, and if the frosts

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FARM PROFITS IN OLD VIRGINIA



TRUCKING ALMOST IN CITY LIMITS.



THE STRAWBERRY PATCH.



DOING BUSINESS IN VIRGINIA TRUCK LAND.



BIG OAT CROP IN HENRY COUNTY.

SOMETHING MORE ABOUT GOOD ROADS

South Can Build Roads Cheaper
Than Other Parts of the
Country.

GOOD WORK BEING DONE

Optimistic Views of Expert
Meetings to Be Held All
Over Virginia.

That not less than 25,000 miles of
road were improved, throughout the
South in the short period from 1904
to 1909 was asserted by Logan Waller
Page, director of the United States
Office of Public Roads, in an interest-
ing address before the National Good
Roads Association at the convention
recently held at Birmingham.

The additional miles of road that
have been improved make a total of
improved mileage of 42,280, or 6.67 per
cent. of all roads in the South.

In view of the enlarged interest now
being taken in permanent road-making
in Virginia, and in view of the fact
that within the next six weeks or two
months good roads meetings will be
held in dozens of counties, it may be
well enough and somewhat encourag-
ing to reproduce at this time some of
Mr. Page's remarks and figures.

Greater Progress for Future.
"It will be seen," said Mr. Page,
"that during the brief period of five
years the South has increased the
mileage of its improved roads by prac-
tically 100 per cent., and this during
what might be termed a transition
period in the administration of its road
affairs."

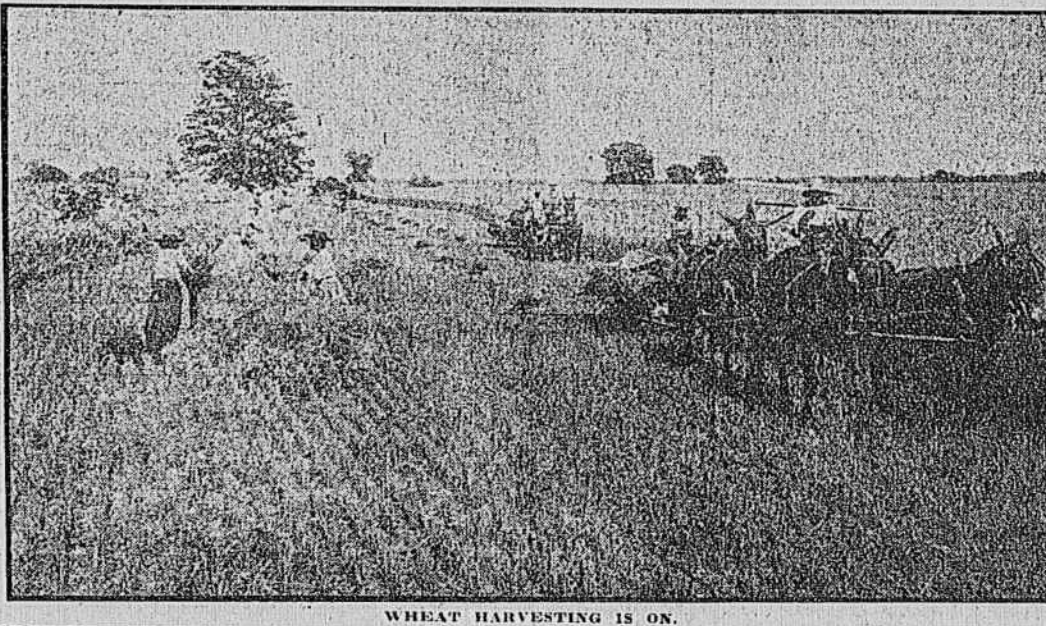
"One of the patent results of these
reforms, and one which gives promise
of greater progress in the future, is
the interest and enthusiasm which has
been aroused in the subject of road im-
provement in the South. That this en-
thusiasm is of a substantial character
is evidenced by the fact that more
than half have been raised by taxation and
bond issues for expenditure during
1911 than ever before."

"At the present date there is avail-
able for expenditure throughout the
sixteen Southern States, the sum of
\$10,632,000, or \$50 per mile, which is
practically double the expenditure of
1904. There will be, however, other
large funds available during the year,
as many counties are agitating, and
will, no doubt, vote large bond issues
for road improvement. It is further
shown that the South is keeping pace
with other sections of the country in
the matter of road improvement, by the
fact that practically one-third of all
funds available for expenditure on
roads during 1911 are available in the
sixteen Southern States, while in 1904
the other States of the Union expended
practically four times as much as was
expended in the South."

Peculiar Southern Conditions.
"Conditions in the South require road
improvement more urgently than in
any other section of the country, for
the reason that the roads are subject-
ed to more continuous heavy traffic
during the winter months, and, as they
are nearly always wet at this season,
they cut up very badly and become al-
most impassable. In order to have
good, hard roads during this period it
is necessary that they be properly
graded, drained and surfaced. In the
North conditions are different. There
the roads are partially protected with
ice and snow most of the time during
the winter months, which affords a
good, smooth surface over which traffic
may pass."

"To offset this advantage, however,
the roads of the South can be im-
proved more cheaply than those of the
North. In the South labor is cheaper,
and convict labor can be utilized, and
the road-building season is longer. Also, a cheaper type of road, in most
cases, can be built in the South, as

(Continued on Third Page.)



WHEAT HARVESTING IS ON.

VIEWS AND NEAR VIEWS; HINTS AND SUGGESTIONS

Good Roads Must Be Kept Good by Constant
Work—Every Dog Has His Day—More Span-
ish Talkers Are Wanted—Other
Hints and Thoughts.

BY FRANK S. WOODSON,
Industrial Editor.

Here is a paragraph I picked up
from a Nebraska paper:

"No man would build a residence
or a barn and leave it stand without
paint and subject to the disintegrating
effects of the elements, and yet there
are some who build expensive roads
and leave them to be destroyed by the
rains, when the timely use of a drag
would preserve and maintain them in
prime condition."

That strikes me as a mighty good
hint to some Virginia folks I know.
Down in—well, I won't say what
county—a lot of good money has been
spent building sand-clay blend roads,
and good roads they are or were.
During the winter and early spring
the rains came and made some cracks
in the road, and then the wagons
came along and made ruts, and in time
the ruts will become gullies. A split
log drag, had it been run over the
road after the rains, would have saved
the road from the ruts and the gul-
lies, and a split log drag does not
cost quite as much as a dollar. Men
and brethren: Let us build good roads,
and then after we build them let us
take care of them and keep them good.
The same attention that the average
man will give to his setter or hound
dog if given to a highway will keep
a mile of good road continuously good.

Virginia's Good Day.
"There is no truer saying than that
which tells us that 'every dog has his
day,' and it applies to human beings as
well as to dogs." A good friend of
mine, a Virginia patriot who lives up
in Alleghany county, took the above
as a text for a little private sermon
he preached to me a week or more ago.
I wish I had space to give the sermon
in full, but I haven't. The idea he
set forth was that in the old times
the Northern folks had their day at
money making and industrial develop-
ment, and the old timers developed
the Northern part of the country, and
brought it to its splendid perfection
industrially by hard work and the ex-
ercise of good hard horse sense. While
the Northern old timers were doing
this good work the Southerners were
reveling in luxury, a luxury that na-
ture gave them, and the only work
they had to do was to make slaves

(Continued on Second Page.)

THE AMERICAN HEN AND RECIPROCITY

Canada Big Buyer of American
Eggs, and May Send to Vir-
ginia for Some.

The American hen continues to show
what she can do for American farmers
if given a chance under reciprocity.
The Canadian demand for eggs is
steadily growing. Some of the repre-
sentatives of the National Grange, who
testified before the Senate Finance
Committee, complained that the free
listing of eggs would hurt the poultry
men. This is not correct, because
what the American hen wants is a
chance to have her product cross the
line without duty. The Canadian hen
has no surplus to spare for the Amer-
ican market.

The Times-Dispatch Washington cor-
respondent writes the Industrial Sec-
tion that the Bureau of Trade Rela-
tions of the Department of State has
just received the Canadian official sta-
tistics for the fiscal year ended March
31, 1910. These confirm the increasing
value of the Canadian market to Amer-
ican poultrymen. Heretofore the aver-
age exports to Canada have been under
1,000,000 dozen eggs per year. Last
year, with the American hen doing
her duty and with Canada hungering
after eggs, the American poultrymen
sent more than 2,200,000 dozen eggs
across the line, more than doubling
the quantity of any previous year.
With the tariff of 3 cents per dozen
removed the exports would increase
even more largely.

Canada, on her part, was able to
send to the United States only 16,000
dozen. She has become a big buyer of
eggs.

(Continued on Second Page.)

TO RESUME WORK OF CONSTRUCTION

Plans of L. & N. Indicate Time
for Large Railroad
Expansion.

NEW INDUSTRIES *OF WEEK

Rumors of Big Investments by
Foreign Capitalists in South-
ern Enterprises.

[Special to The Times-Dispatch.]
Baltimore, June 17.—Railroad and
industrial enterprises of great mag-
nitude, indicative of the broadening
activities of the South, are reported for
the week in the Manufacturers' Record.
The most important item of business
news from the South during the week
is the announcement that the Louis-
ville and Nashville Railroad will take
up some large construction work, the
details of the purchase in this week's
issue, and likewise by the announce-
ment that the Pearson interests, iden-
tified with the investment of Eng-
lish capital in Mexico, have secured
\$6,000,000 of English money for the
development of an irrigation system
in Texas to include the building of a
dam at an estimated cost of \$1,600,000,
and provision for irrigating 60,000
acres of land. There are unconfirmed
rumors of a number of other large in-
vestments by foreign capitalists in
Southern enterprises, railroad and in-
dustrial, and the indications are that
the South is again becoming an at-
tractive field for European capital.

Among other industrial and kindred
enterprises announced in this week's
issue of the Manufacturers' Record are
taken the following brief summaries
of a few of the more important ones:
The Suanee Lumber Company, De-
welling Park, Fla., contracted to buy
200,000,000 feet of pine, and will con-
struct saw mill with planer, dry kiln,
etc., for a daily capacity of 75,000 feet
of lumber.

W. J. Grandin, Tidouste, Pa., pur-
chased 60,000 acres of timber land in
North Carolina to be developed by
building saw and planing mills, etc.

The Long-Bell Lumber Company, Kan-
sas City, Mo., is negotiating for
about 150,000 acres of timber land of
three mills with a capacity of 100,
000,000 feet of lumber in Texas.

The Appalachian Power Company,
Toccoa, Ga., was incorporated with
\$250,000 capital stock to develop a
water-power property in Northeast
Georgia. Details of construction are
not ready for announcement.

The Virginia Land and Waterpower
Company, Brydsville, Va., was chartered
with \$225,000 capital stock by Virginia
and North Carolina capitalists.

George C. Brown & Company, Mem-
phis, Tenn., will develop and erect a
timber land in Arkansas and erect a
band sawmill with a daily capacity of
about 40,000 feet of lumber.

The North Carolina Orchards Com-
pany, Fayetteville, N. C., was incor-
porated with \$350,000 capital stock to
develop 10,000 acres of land by the cul-
tivation of peaches, grapes, straw-
berries, cotton, etc.

The American Pocahontas Collieries
Corporation, Roanoke, Va., was incor-
porated with \$1,000,000 capital stock.

(Continued on Third Page.)

REAL ESTATE AND BUILDING NEWS

Midsummer Dull Sea-
son Seems to Have
Arrived.

BUSY RENT AGENIS; BUILDING BOOM

Virginia Farm Lands in Active
Demand—Prospectors From
the West Visiting Rich-
mond—Several Good Farm
Sales Reported—Doings
in the Suburbs.

Many of the real estate buyers and
investors and not a few of the real es-
tate agents, or parts of the agencies,
are taking a holiday. Some are
in the mountains and some are
on the seashore. Some are on the
broad waters en route to Europe, some
have already arrived on the other side of
the Atlantic, and I have it con-
fidentially that at least two have cross-
ed the waters for the special purpose of
helping King George don his crown.
Quite likely they will "help" him, but
at a great distance.

All of this means that business is a
little dull in the real estate line, for
real estate agents don't holiday in busy
seasons. If it was not a little dull
these fellows would not be away from
home.

Looking for Bargains.
Dullness is to be expected at this
season, that is, so far as sales and
trades and swaps and all that kind of
business is concerned, but this summer
dullness does not mean that there
is absolutely nothing doing the past
week. There are folks in and around
Richmond with money to invest, and
who believe that there is and can be
no better investment than Richmond
real estate, and they are looking for a
time in order to pick up a bargain
here and there. This class of inves-
tors has been active inquirers the past
week, inquirers for bargains. The hold-
ers of suburban property have listened
to these inquiries and heard the best
offers the quiet inquirers have to make,
and in the majority of cases have de-
clined to sell, believing that a little
longer like a midsummer dullness can
last but a few weeks, and that later
on there will be better things.

Some Business Done.
However, some of the offers were up
in, and a number of right good deals
were closed on the spot. Then, too,
several quieted sales were made, and
altogether about \$200,000 worth of
property changed hands during the
week. It is likely that the very big-
gest sale made amounted to less than
\$10,000, and still took quite a number
of deals to make up the aggregate
named. These, of course, included the
sales in the suburban districts, and
they were really the feature of the
week's doings.

It is true that even the suburban
folks were not as vigorous as they
are in some weeks, but all the same
they did business right along. West-
hampton and Westham were in the
line of last Tuesday and Wednesday,
and several new buyers showed up on
the grounds. The Ginter Park people
who are never idle a moment in the
day, be the weather hot or cold, scored
some good business, four or five splen-
did lots being sold to prospective
buyers. On the other hand, the
James there was some quiet activity,
and the Woodland Heights folks, as
well as the Forest Hill people, closed a
few deals.

The real estate people report
fairly good business for the summer
season; indeed, placing quality as well
as quantity, they think they did a
phenomenal business. The total sales
show fourteen lots sold to most de-
voted buyers, eight of which pro-
pose to build as soon as they can, and
contractors to take an interest. Out at
Norwood there has been something do-
ing, and the Battery Park people tell
of a few real good sales.

It is true that the city limits have
been largely almost entirely confined
to residence property and that on the
smaller order. So far as can be learned
only two business property deals
were made during the week, one of
which was on West Broad street, and
the other on East Main, and they were
not on the large order so far as dol-
lars and cents create largeness. Such
in brief is the general real estate
story of the week.

Real Estate Very Busy.
A well known real estate agent was
asked for a statement of the condi-
tions, and here is what he had to say:
"We are just up to our necks in the
rental business, and have no time to
talk with buyers and would-be buyers
and investors and speculators, or what
you choose to call them. You know
this rental business has to be settled
one year, and the renting and re-
renting keeps any agency in the town
busy for at least three weeks. That
part of an agency that handles the
rental end is in the midst of a busy
season, and that part of the same agency
that looks after sales and investments
is just as busy as a bee. I belong to
the rental end of this shop, and
therefore am just now too busy to talk
any further to you."

I guess this fellow described the true
situation pretty well.

An agent who deals pretty much al-
together in farm lands told me that
there is much doing in his line. Farm-
ers from the Western part of the coun-
try who have had their eyes on Vir-
ginia for some time, are dropping in
every day or two and making inquir-
ies. Several of these prospectors were
in the city in the early days of the
week, and they were taken out to the
rural regions by the agents to see for
themselves. As many as a dozen sales
of farms within less than 100 miles of
Richmond were made during the week.
Among these was a splendid layout in
Chesterfield county near the Southern
Railway Station known as Dry Bridge,
and a fine farm near the same place,
chaser, and he is going to become an
old Virginia farmer. The sales were
made by L. W. Harris, and the farm
old contains about 150 acres. Mr.

(Continued on Second Page.)